

**Community Working Group Meeting # 2
January 18, 2018
St. Luke's Episcopal Church
4:00-6:00pm**

Meeting Purpose

To provide the Community Working Group (CWG) with an update on the technical process and discuss the Evaluation Criteria for the Proposed Action to ensure a clear understanding of next steps for the Environmental Assessment (EA).

Welcome

Meeting facilitator, Angela Jo Woolcott, reviewed the agenda and emphasized the focus of the meeting would be more procedural in nature, since it was the first time convening the group in the New Year. After a quick reintroduction of the meeting attendees, Angela reviewed the meeting guidelines stressing the importance of collaboration and representation of the diverse interests of the members' constituent groups. Additionally, Angela notified the group that meeting summaries and materials will be posted to the Quebec project website going forward. All CWG members supported this decision.

Project Update

Angela provided a big picture project update summarizing key community input from two recent project events. The first was a review of the major feedback provided by the CWG at the kick-off meeting held on September 14, 2017. Some of the themes discussed include:

- **Connectivity**
Group members shared that there is a need for improved north/south connectivity along the project corridor (especially between Lowry and Stapleton) as well as a desire to explore expanding transit services along Quebec Street and potentially a dedicated bus lane.
- **Sensitivity for historic resources**
Members of the group wanted a better understanding of how historic properties along the project corridor would be handled if/when the road in that specific area were to be closer to, or encroach upon, an historic property. Specifically, people wanted to understand what defines an historic property and what steps would be taken if that property has the potential to be impacted.
- **Property values and impacts**
Depending on the final design of the proposed action, people shared concerns that they are hearing from adjacent community members about potential property impacts and what it means to those individuals who live in

the project area. Although the need to improve safety and lessen congestion along the corridor is broadly understood, CWG members encouraged the project team to share information with their constituents as soon as it is available.

- **Side street traffic**
As traffic continues to increase along the project corridor, people who live in the area shared frustration that drivers are using neighborhood streets to create shortcuts, which causes extra traffic, noise, and safety concerns in residential areas.
- **Lack of side street parking**
Related to the above discussion on side street traffic, people that live in the area have noticed that parking on the weekends and near neighborhood parks is starting to become an issue. When there are more people diverting to side streets it makes residential parking more challenging.
- **Sidewalks**
There was a brief discussion about the inconsistent treatment of sidewalk infrastructure in the area (some areas have no sidewalks, some have attached narrow “Hollywood” style sidewalks, etc.) and the various pedestrian challenges that come with this inconsistency, particularly from an Americans with Disabilities Act (ADA) compliance perspective.

Angela then gave a quick update on the kick-off Open House held in the fall. Approximately 80 members of the public attended the meeting held on September 27, 2017 and were able to directly engage with the project team at the various informational stations. Much of the feedback provided was consistent with what the CWG shared a couple weeks prior. Additional takeaways include:

- **Project schedule and timeline**
Attendees wanted to clearly understand the project schedule and timeline.
 - Some were disappointed that construction would not take place until 2022-2023 if an alternative is recommended.
 - Some felt the improvements are long overdue and recommended a shorter schedule.
 - Several attendees felt these improvements should have been done before Stapleton and Lowry were built out.
- **Increased congestion and slower travel times along the corridor**
As traffic is up significantly on Quebec Street, attendees want to understand how this study will work to alleviate congestion.
 - With this added congestion some feel the timing of the lights and intersections needs to be improved upon.
- **Safety improvements**
Attendees want the project area to feel safer and friendlier for pedestrians, cyclists, transit riders, and vehicle traffic.
 - Some attendees stated that safety and mobility improvements are paramount for improved north-south connectivity.
 - Several residents from the area expressed strong support for safe transit, good pedestrian access, and safe walking along the corridor to improve overall safety.

Environmental Assessment Update

Jane Board, project manager with the City and County of Denver (CCD) provided a high-level overview of the EA process for those who were not in attendance at the CWG kick-off meeting. Jane explained that the proposed action that resulted from the 2015 Quebec Alternatives Analysis will continue to be refined during the EA. Since the Quebec Street Multimodal Improvement Project is a recipient of federal funds, the project is required to go through the National Environmental Policy Act (NEPA) process to assess potential environmental impacts. Both the Federal Highway Administration and the Colorado Department of Transportation are therefore involved in the project and must approve the recommended action in the Environmental Assessment with a Finding of No Significant Impact (FONSI).

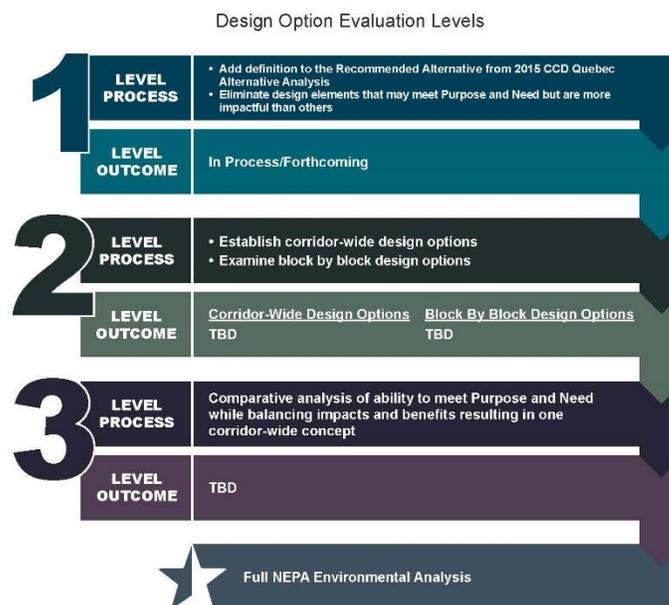
Jane explained the types of activities that have continued to move forward as part of the EA since the project team last met with the CWG:

- Noise - collecting background noise levels along the project corridor
- Historic resources - reviewing the age and significance of the properties within the project area
- Water resources - evaluating stormwater drainage, water quality needs and opportunities for improvement
- Vegetation - inventory of street and park trees
- Air quality - modeling air quality based on traffic volumes

Additionally, the project team has been coordinating with the subject matter experts to discuss a variety of substantive areas that will be included in the evaluation criteria such as transit, water quality, pedestrian mobility, traffic, parks, etc.

Proposed Action Evaluation Criteria

Project team member, Randal Lapsley, explained how decisions are ultimately made referencing the three (3) distinct levels shown below, each with an outcome to be determined through the option refinement process.



Randal then shared an evaluation matrix with the group to review how each of the design options under consideration will be screened against prior considerations, the project Purpose and Need, public/stakeholder input, feasibility of implementation and the ability to minimize impacts.

Randal explained that the project team is currently working to identify an appropriately comprehensive set of safety and mobility improvements for all modes of travel within the project area. The design options listed are examples, but not necessarily exhaustive, of the types of options that may be identified as the evaluation process continues. The next iteration of the spreadsheet will take into account stakeholder feedback to expand design opportunities to more specifically address the balance between improving mobility and safety, while also meeting neighborhood livability goals and minimizing environmental, right-of-way and community impacts.

The Level 1 design options include the following categories:

- Corridor-wide
- Transit
- Intersections
- Water Quality and Drainage
- “Other” (e.g., on-street parking, lane widths, etc.)

The remainder of the meeting was spent collecting feedback from the CWG on the proposed action evaluation criteria presented and answering clarifying questions. Some of the major themes discussed are captured below:

- **Transit**
 - Location of bus stops; additional bus routes; maintenance of bus shelters/stops
- **Modeling and analytics**
 - Traffic counts (during peak and non-peak travel times); pedestrian counts to help improve signalization
- **Safety**
 - Is lighting a high priority on the project, especially at intersections, for crime prevention and safety?
 - Will there be traffic cameras at major intersections?
- **Real estate**
 - Will there be future commercial restrictions on Quebec?
 - When will residential property impacts be known?
- **Environmental considerations**
 - How is noise being measured and what will be done to mitigate potential issues?
 - How many structures are eligible for historic designation along the project corridor?
 - If trees are impacted, what is the policy for replacement?
- **Roadway standards**
 - Lane widths could vary from 10-to-12 foot lanes; city standard is 11 foot lanes

Randal reminded CWG members that the next steps in the EA evaluation process will include refinement of the Purpose and Need Level 1 criteria (ability to improve Mobility, Safety and Multimodal Choices).

When meeting attendees were asked if any other options ought to be added at this time, they agreed that the PMT has considered all of the necessary design options to be evaluated as part of Level 1.

Next Steps

In closing, the project team explained that over the next several months refinements will continue to be made to the proposed action based on the Level 1 design options evaluation process. Before advancing to Levels 2 and 3 the project team will re-group with the CWG to share the results from Level 1. The next CWG meeting is expected to take place in the Spring of 2018.

Meeting Attendees

CWG Members:

Colfax Mayfair BID
DPD District 2
East Colfax Neighborhood Association
Foundation for Sustainable Urban Communities
Johnson and Wales
Lowry Community Master Association
Historic Montclair Community Association
Northeast Transportation Connections
Paddington Station
Property Owner
Property Owner
Stapleton United Neighbors
St. Luke's Church
WalkDenver

Project Team:

Angela Jo Woolcott	(GBSM)
Sheryl Machado	(GBSM)
Gia Tammone	(GBSM)
Jackson Davis	(GBSM)
Brian Pinkerton	(CCD)
Curtis Anthony	(CCD)
Grace Ramirez	(CCD)
Jane Board	(CCD)
Jess Ortiz	(CCD)
Angela Casias	(CCD)
Randal Lapsley	(TSH)